

MINNESOTA RATE CASE IS DECIDED IN FAVOR OF STATE

(Continued From First Page.)

that which has been committed to its care, and for this purpose, and to this extent, in response to a conviction of the national need, to displace local laws by substituting laws of its own."

Among the laws which the States may pass indirectly affecting interstate commerce was mentioned State inspection laws, State employment liability laws and quarantine regulations. He said that State rate-making was to be classified with these.

"It has never been doubted," said he, "that the State could, if it saw fit, build its own highways, canals and railroads. Such provision for local traffic might indeed alter relative advantages in competition, and by virtue of economic forces those engaged in interstate trade and transportation might find it necessary to make adjustments extending from market to market through a wide sphere of influence; but such action of the State would not for that reason be regarded as creating a direct restraint upon interstate commerce as thus transcending the State power. Similarly, the authority of the State to prescribe what shall be reasonable charges for common carriers for interstate transportation, unless it be limited by the exertion of the constitutional power of Congress is State-wide."

It is manifest that an attempt to estimate what would be the actual cost of acquiring the right of way if the railroad were not there is to indulge in mere speculation.

"The cost of reproduction method is of service in ascertaining the present value of the plant, when it is reasonably applied, and when the cost of reproducing the property may be ascertained with a proper degree of certainty. But it does not justify the acceptance of results which depend upon mere conjecture."

Justice Hughes said that the railroad would have no ground to complain if it were allowed a value for its lands equal to the fair average market value of similar lands in the vicinity, without additions by the use of multipliers, or otherwise to cover hypothetical outlays.

How Division Should Be Made.
In criticizing the opinions of values between interstate and intrastate business upon the "gross revenue basis," Justice Hughes said that the division should be made according to the use that is made of the property. He declared that this use could not be measured by the return, when the return itself was in question. "Should the return be measured by the basis," said he, "then the validity of the State's reduction of rates would have to be tested by the very rates which it had denominated as exorbitant." He added that the use of the property to ascertain "some kind of use units" by which the property could be divided both between interstate and intrastate, on the one hand, and freight and passenger business on the other, would be not point out what this unit would be.

To say that power exists, but that it may be exercised only in prescribing rates that are on an equal or higher basis than those that are fixed by the carrier for interstate transportation, is to maintain the power in name, while denying it in fact. It is to assert that the exercise of the legislative judgment in determining what shall be the carrier's charge for interstate service is itself subject to the carrier's will. But this State-wide authority controls the carrier and is not controlled by it, and the idea that the power of the State to fix reasonable rates for its internal traffic is limited by the mere action of the carrier in laying an interstate rate to places across the State's border, is foreign to our jurisprudence. If the authority of the State be restricted, it must be by virtue of the paramount power of Congress over interstate commerce and its instruments, and in view of the nature of the subject, limitation may not be implied because of a dormant Federal power—that is, one which has not been exercised, but can only be found in the actual exercise of Federal control in such measure as to exclude action by the State, which

Broad Rock Water is regularly tested for the slightest contamination, and is invariably reported Wonderfully Pure

otherwise would clearly be within its province."

The Confidentiality Phase.
In taking up the confidentiality phase of the controversy, Justice Hughes first considered whether the rates were confidential as applied to the Northern Pacific. He said this would turn upon what was the "fair value" of the railroad's property. He tested the lower court's theory of arriving at a fair value by finding "the reproduction cost" of the property, and then dividing it by the value of the railroad's land. He declared the lower court was in error in adding 30 per cent to the normal value of the land in some instances and 200 per cent at the big terminals, in arriving at what the court considered the cost of reproducing its property.

He next considered the lower court's plan of apportioning expenses on the basis that it costs two and a half times as much to do intrastate freight business as it did to do interstate, as well as a larger amount to do intrastate passenger business than to do interstate. He said the expenses had not been kept separately in the accounts or statistics of the company, and that testimony as to the differences in expense varied widely, so that the intricate question of whether the rates were confidential could not be decided on proof of such a general character. Applying these principles to the Northern Pacific, the justice held that neither the value of the property employed, nor the share of expenses attributable to intrastate business had been proven satisfactorily to show that the railroad's property was confiscated, a similar conclusion was reached by applying the principles to the Great Northern Railroad.

Coming to the Minneapolis and St. Louis, he found that the net return in 1905 to that road was less than 3-1/2 per cent, and that the error of estimating value, and of apportionment were not sufficient to change the results.

The Oregon Cases.
In the Oregon cases, it was claimed that there was an interference with interstate commerce. The Oregon Railroad and Navigation Company claimed that the State Railroad Commission, in reducing the State freight rates from Portland to Eastern Oregon cities, effected a reduction of interstate rates to those cities, because the State rates were used as a basis for the interstate rates. A similar claim was made by the Southern Pacific Company as to rates along its line. The United States Circuit Court for Oregon upheld the rates. An attack was also made upon the constitutionality of the law creating the Oregon Railroad Commission. That, too, was upheld by the lower court.

In the Arkansas cases, brought by the St. Louis, Iron Mountain and Southern Railway and by the St. Louis and Southwestern Railway, the United States Circuit Court for Eastern Arkansas held that the maximum freight rate order of the 2-cent passenger fare law were unconstitutional, because they were confiscatory. The West Virginia case arose out of a suit by the West Virginia Railway company to test the validity of the 2-cent passenger law. The Supreme Court of West Virginia upheld the law.

Opinion Delivered by Hughes.
Justice Hughes said:
"1. The Constitution gives Congress an authority at all times adequate to secure the freedom of interstate commercial intercourse from State control and to provide effective regulation of that intercourse as the national interest may demand."

"2. The commerce that is confined within one State and does not affect other States is reserved to the State. This reservation is only of that power which is consistent with that granted

to Congress. The authority of Congress extends to every part of interstate commerce and to every instrumentality or agency by which it is carried on, and the full control by Congress over the subjects committed to its regulation is not to be denied or thwarted by the comingling of interstate and intrastate operations."

"3. Exercise of the Constitution necessarily excludes the States from direct control of subjects embraced within the clause which are of such nature, that, if regulated at all, their regulation should be provided for by a single authority. There is thus secured the essential immunity of interstate intercourse from the imposition by the States of direct burdens and exactions."

"4. But there remains to the States the exercise of the power appropriate to their territorial jurisdiction in making suitable provision for local needs. The State may provide improvements, create and regulate local facilities and adopt protective measures of a reasonable character in the interest of the health, safety, morals and welfare of its people, although interstate commerce may incidentally or indirectly be involved. Where matters falling within the State power, as above described, are also by reason of their relation to interstate commerce, within the reach of the Federal power, Congress must be the judge of the necessity of Federal action and until Congress acts, the States may act. The paramount authority of Congress enables it to intervene at its discretion for complete and effective government of that which has been committed to its care, and for this purpose and to this extent, in response to a conviction of national need, to displace local laws by substituting laws of its own."

5. State regulation of railroad rates.
The authority of the State to prescribe what shall be reasonable charges for interstate transportation is State-wide, unless the limitation by the exercise of the constitutional power of Congress with respect to interstate commerce and its instruments. As a power appropriate to the territorial jurisdiction of the State, it is not confined to a part of the State, but extends throughout the State to its cities adjacent to its boundaries as well as to those in the interior of the State. If this authority of the State be reversed, it must be by virtue of the actual exercise of Federal control and not by reason merely of a dormant Federal power, that is, one which has not been exercised."

"6. Congress, in an act to regulate commerce, expressly provided that the provisions of the act should not extend to transportation wholly within one State. The court finds no foundation for the proposition that the act to regulate commerce in interstate matters within the province of either. The question is whether, in prescribing a general schedule of rates involving the interstate commerce of the States, the act of Congress is not in violation of the constitutional limit by making the rates confiscatory. The property of the railroad corporation is devoted to a public use. But the State has not been found to undertake the service itself, and the private property embarked in it is not placed at the mercy of legislative caprice. It rests secure under the constitutional protection which extends not merely to the title, but to the right to receive just compensation for the services given."

Proof Insufficient.
"10. In the cases of the Northern Pacific and Great Northern companies, on the examination of estimates of value and rates, the court is convinced that the proof is insufficient to justify a finding that the rates were confiscatory, and the decrees are reversed, with instructions to the lower court to modify the decrees in the bill in each case without prejudice."

"11. In the case of the Minneapolis and St. Louis Railroad Company, it is found, in view of the special facts appearing, that the margin of error in the estimates and calculations was not sufficient to affect the result. The decree in that case, adjudging the rates to be confiscatory, is therefore affirmed, with the modification that the members of the railroad and warehouse commission and the Attorney-General of the State may apply to the court by petition for other reasons to be advised, for a further order or decree whenever it shall appear that by reason of a change in circumstances the rates fixed by the State acts and orders are sufficient to yield to this company reasonable compensation for the services rendered."

History of Rate Cases.
The so-called "Rate Cases" have presented to the Supreme Court one of the momentous problems of the decade.

In general terms, this group of cases called upon the court to decide two questions: First, whether the States in passing maximum freight and 2-cent passenger laws had unduly interfered with interstate commerce. The other was whether those laws confiscated interstate commerce by requiring that the margin of error in the estimates and calculations was not sufficient to affect the result. The decree in that case, adjudging the rates to be confiscatory, is therefore affirmed, with the modification that the members of the railroad and warehouse commission and the Attorney-General of the State may apply to the court by petition for other reasons to be advised, for a further order or decree whenever it shall appear that by reason of a change in circumstances the rates fixed by the State acts and orders are sufficient to yield to this company reasonable compensation for the services rendered."

The group consisted of forty-five cases. All arose out of legislation enacted by State Legislatures about 1907, or later. When Federal government had passed the Hepburn rate law. The forty-five cases concerned directly the laws in six States, Missouri, Minnesota, Kentucky, Oregon, Arkansas and West Virginia. Similar legislation arose in Alabama, Iowa, Kansas, Nebraska, Oklahoma and South Dakota. In all, it was said that seventy-six suits. In Federal courts depended upon the decision in the forty-five cases before the Supreme Court.

The first of the forty-five cases to reach the Supreme Court were the Missouri rate cases. In Missouri the eighteen railroads crossing the State attacked the interstate freight and passenger laws fixing the maximum rate on freight and limiting passenger fares to 2 cents a mile. Judge McPherson, of the United States Circuit Court for Western Missouri, held that the rates were confiscatory of the railroads' property, and, therefore, unconstitutional, but he declined to hold that they interfered with interstate commerce.

The railroads and the State appealed to the Supreme Court, bringing in all thirty-six Missouri cases. Two cases growing out of "the Burlington suit" were presented to the court in October, 1910, but they were restored to the docket for argument with the other Missouri cases in April, 1912. The State protested that Judge McPherson should not have apportioned expenses, as between State and interstate busi-

NEWS OF SOUTH RICHMOND

Will Investigate Routes.
For the purpose of ascertaining exactly how the territory can be covered by each carrier, J. DeVitt of Manchester Post Office, has been in South Richmond, Swansboro and Woodland Heights. If more men are found to be in the territory, it will be made to the force, with the view of improving the present service.

Free Delivery in Forest Hill.
Petitions bearing the signatures of many of the residents of Forest Hill, asking for free delivery of mail in that suburb, were presented to Superintendent L. B. Lloyd yesterday by Eugene Royall. The matter will be referred to Postmaster Edgar Allan, Jr., who will decide if it is feasible. It is expected it will be citizens of Forest Hill who will be the carriers to be under supervision of Manchester station.

Want Semmes Avenue Improved.
County authorities will be urged to complete the improvement work on Semmes Avenue when the Woodland Heights Civic Association meets next Thursday night at 7 o'clock. The road and Semmes Avenue has done its part in grading and mending the road, but the county has not yet complied with its contract.

Jeffries & Co. Win Suit.
Judgment in the sum of \$600 was awarded the plaintiff yesterday by the United States Circuit Court, Part II, in the suit of Jeffries & Co. against Manchester Wood and Lumber Company. The suit was for damages sued for was recovered, which was on money loaned to the defendant.

Ninth Streeters Get Water.
Work was begun on the laying of an eight-inch water main on Ninth Street yesterday morning. When the pipe is connected, which will probably be by the end of the week, the residents of the city water, which heretofore they have been without.

Delinquents Must Pay Up.
Lists of delinquent State taxpayers

respect to the maintenance of interstate rates by reason of their relation to intrastate rates, are matters for consideration and practical judgment of Congress. If the situation has become such that adequate regulation of interstate rates cannot be maintained with respect to such intrastate rates of interstate carriers as substantially affect interstate rates, it is for Congress to determine within the limits of its constitutional authority over interstate commerce, whether it is necessary to enact laws to regulate interstate rates, and if so, to what extent.

"It is the function of the court to interpret and apply the law already enacted, and not to create a new law, to provide a more comprehensive scheme of regulation than Congress has decided upon. Nor in the exercise of its judicial function, may it be denied to the laws of the State enacted within the field, which it is entitled to occupy until its authority is limited through the exertion by Congress of its paramount constitutional power."

"9. On the issue of confiscation: The rate-making power is a legislative power, and necessarily implies a range of legislative discretion. It is not to be substituted as a board of review to substitute its judgment for that of the Legislature or of that of the commission. The question is whether the act of Congress is not in violation of the constitutional limit by making the rates confiscatory. The property of the railroad corporation is devoted to a public use. But the State has not been found to undertake the service itself, and the private property embarked in it is not placed at the mercy of legislative caprice. It rests secure under the constitutional protection which extends not merely to the title, but to the right to receive just compensation for the services given."

Burden of Proof on Railroads.
Washington, June 9.—Summarizing the decision of the Supreme Court of the United States in the Minnesota Rate case, Attorney-General McReynolds said today:
"The court holds that Congress, in the Interstate Commerce act, has not deprived the States of the right of fixing maximum intra-State rates. They still have that power in controlling interstate rates. The Supreme Court, in the case of the Missouri cases, upheld the McChord act, authorizing the State Railroad Commission to fix reasonable rates, was unconstitutional. Judges of the Missouri cases, however, the State and the railroads had agreed upon the valuation of the railroads, upon which the percentage of income was to be fixed. No such agreement was reached in the Minnesota cases, and a bitter contest arose over the holding of Judge Sanborn that the fair valuation of a railroad property was its 'cost of reproduction now.'"

Street Car Lines Exempt.
Washington, June 9.—Street car lines are not subject to regulation of the Interstate Commerce Commission. The Supreme Court so decided today, in

In South Richmond are being made out by Collector J. W. Brough and C. E. Loving. The money has been due since last November, and if the back taxes are not paid immediately a penalty will be attached. The sum due in arrears amounts to \$3,500,000 on real estate and \$500 on personal property, which includes the State capitation tax.

Funeral of Mrs. McCann.
Funeral services for Mrs. Charles W. McCann, of 322 East Ninth Street, who died in Memorial Hospital on Sunday night, will be held from Stockton Street Baptist Church this afternoon at 3:30 o'clock. Interment will be in Mount Cemetery. Rev. C. W. McElroy will officiate.

Death of an Infant.
George Hunter, sixteen months old, infant son of J. H. Purcell, of 415 East Fifth Street, died at the home of his parents yesterday afternoon at 7 o'clock. Funeral services will be held this afternoon at 3 o'clock from the home. Burial will be in Mount Cemetery.

Trolley Party To-Night.
A trolley party to Petersburg and return will be given by the Vanguard Club, Baltimore, at the Municipal Church to-night. The car is scheduled to leave Seventh and Perry Streets at 7 o'clock, and will return to the turn trip will start at 10:30 o'clock from the Petersburg terminal.

Personal and General.
Sylvester Wyatt, an employee of Manchester Post Office, reported the loss of a pocketbook containing about \$25 while on a Hull or Main Street car. The annual picnic of the Woodland Heights Memorial Baptist Church will be run jointly with Stockton Street on June 15 to Hill County.

Walter M. Jones continues ill at his home in Forest Hill. Mrs. Mary Winkler, of 219 Semmes Avenue, is visiting her brother, Hiram Walker, in Chicago.

ness, on a revenue basis, but rather on a car-mile, or ton-mile, basis.

The Minnesota Cases.
The Minnesota rate cases arose out of suits by stockholders of the Northern Pacific, the Great Northern and the Minneapolis and St. Louis railroads against the companies to enjoin them from enforcing the maximum freight and 2-cent passenger laws as unconstitutional, and against the State officials to enjoin them from enforcing the laws. Judge Sanborn, of the United States Circuit Court for Minnesota, held the laws unconstitutional, of a confiscatory nature, and that they burdened interstate commerce. The three suits were appealed to the Supreme Court. The contest over the interstate commerce feature of the controversy was similar to that in the Missouri cases.

In the Missouri cases, however, the State and the railroads had agreed upon the valuation of the railroads, upon which the percentage of income was to be fixed. No such agreement was reached in the Minnesota cases, and a bitter contest arose over the holding of Judge Sanborn that the fair valuation of a railroad property was its "cost of reproduction now."

The Kentucky rate cases arose over the State rates on grain from Ohio to Louisville, to inland distillery cities. Unlike the Missouri and Minnesota cases, it did not embrace a claim of confiscation. Points raised were that the rates laid an improper burden upon interstate commerce, and that the McChord act, authorizing the State Railroad Commission to fix reasonable rates, was unconstitutional. Judges of the Kentucky cases, however, the State and the railroads had agreed upon the valuation of the railroads, upon which the percentage of income was to be fixed. No such agreement was reached in the Minnesota cases, and a bitter contest arose over the holding of Judge Sanborn that the fair valuation of a railroad property was its "cost of reproduction now."

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\$25 For a Laugh.
Weisberger's Will Pay This Sum to the Winner, Woman or Child Who Succeeds in Making Their "Mechanical Man" Laugh.

If you want to have some real fun, and, in addition, possibly win \$25, go down to Weisberger's, 312-318 East Broad Street, and see what is to be seen.

Every day this week, until Saturday night, something between 8 A. M. and 11 P. M., there will be on exhibition in one of the store's big show windows a "Mechanical Man" (it is left to your judgment to decide whether it is a "funny" or "dumb" dummy), "who" or "which" has the reputation of having been seen in the show windows of America's largest and best department store from the Atlantic to the Pacific.

"Thousands of men, women and children have tried to make this 'Mechanical Man' laugh. How many have succeeded? Well, that would be telling a secret. Anyway, you will want to go in and see how many Richmond people will succeed. N. J. Blanke is 'his' or 'its' name. Whether this title comes to him in the usual and orthodox way, from his cradle, or whether some ingenious mechanic exalted with the wonderful product of his hands, wished this name on him within the noisy confusion of some boiler factory, that is for you to decide."

N. J. Blanke has had many thrilling experiences. One day, while on exhibition in one of the large department store windows, he was "plugged" by a "his" or "its" indifference to her best attempts at making "him" or "it" smile, walked up to the rear entrance of the show window, which was left open to allow free circulation of air, and jammed a big baton into Mr. Mechanical Man's anatomy somewhere between the solar plexus and the seventh vertebra. You can imagine what—but, there, we must not let the cat out of the bag."

It is rumored that outside of "his" or "its" working hours, our friend, N. J. Blanke, possesses as keen a sense of humor and enjoys a good laugh as well as you or I. Perhaps you can devise some clever antic that will hit the funny-bone of this funny "Mechanical Man." If you succeed, the \$25 is yours. It's worth an extra trip or two to the big, new store to catch "him" or "it" at home in one of the big show windows.—Advertisement.

CAPITAL, \$1,000,000.
SAFE INVESTMENTS:
6% Without Guaranty, or
5 1/2% Guaranteed
\$100 and Upwards.
Richmond Trust
and Savings Company (Inc.)
1109 E. MAIN STREET.
Mortgage Guaranty Corporation.
E. L. BEMISS, President.
JAMES G. TINSLEY, Vice-President.
CHAS. J. ANDERSON, Vice-President.
S. D. SCUDDER, Vice-President and Treasurer.
R. J. WILLINGHAM, JR., Secretary and Asst. Treas.

annulling the commission's order for a 5-cent reduction of the fare from Omaha, Neb., to Council Bluffs, Iowa. Justice Lamar, announcing the court's decision, said that Congress, in writing the word "railroad" in the interstate commerce laws, had not used it in the sense of a "local line such as a street railway is essentially."

Twelve States have held the word "railroad" included a "street railroad," and twelve that it does not. Judge Sanborn, Hook and Adams, of the United States Circuit Court, held that the commission did not possess the power to control street railroads crossing State lines, while the Commerce Court held that it did.

Attorneys for the commission to-day interpreted the decision as not depriving the commission of jurisdiction over electric lines which are competitors of steam railroads in interstate commerce.

An Echo of the Collapse.
[Special to The Times-Dispatch.]
Washington, June 9.—An echo of the financial collapse of R. H. Plant, of the Nashville bank, was heard yesterday in the Supreme Court, when it was decided that the American National Bank of Nashville, which had been the agent of the First National Bank of Macon, for \$3,000. That represented the amount of the Plant bank's liability to the Macon bank on the Nashville bank the Saturday before the latter failed. The Nashville bank had a deposit by Plant with the amount of the check, but the next day upon learning of Plant's insolvency, it refused to cash the check and action and employ the \$3,000 to extinguish part of Plant's indebtedness to it.

Mrs. H. Herdle Pettigrew.
[Special to The Times-Dispatch.]
Lynchburg, Va., June 9.—Mrs. H. Herdle Pettigrew, widow of A. H. Pettigrew, who at one time was Mayor of Lynchburg, died Sunday night at her home, 908 Harrison Street, after a long illness. She was about fifty-eight years old, and was a member of Court Street Methodist Church. Surviving are the following: four sisters, Mrs. M. N. H. of Covington; Mrs. T. E. Noel, of Bellevue; Mrs. S. A. Elliott, of Boonsboro, and Miss Sue L. Turpin, of Lynchburg.

Mrs. Elsie Marshall.
[Special to The Times-Dispatch.]
Harrisonburg, Va., June 9.—Mrs. Elsie Marshall, twenty-nine years old, wife of W. H. Marshall, of Dayton, Rockingham County, died yesterday in Rockingham Memorial Hospital, after an illness of only ten days, from peritonitis and complications. A native of Port Republic, she was a daughter of Rev. S. H. Shapp, a minister of the Baltimore Methodist Conference. Besides her husband and two little daughters, she is survived by her mother, Mrs. Susan Shapp, of Rockingham; brothers, Robert J. Shapp, Norfolk and Western agent at Elkton; Herbert Shapp, of Grovetts; Reroy and Marvin Shapp, of Rockingham; and four sisters, Mrs. William Baxter, of Augusta County; Mrs. Wilson Harper, of Port Republic; Mrs. C. S. Higgins, of Rockingham; and Mrs. J. H. Martin, of Brooklyn. She was a Methodist.

R. M. Gant.
[Special to The Times-Dispatch.]
Salisbury, Md., June 9.—R. M. Gant, aged sixty-five years, a prominent farmer of Organ Church, Rowan County, died at his home Sunday, and was buried at Salisbury. He was critically ill for ten days with pneumonia. He was the father of M. L. Gant, a Salisbury business man.

Funeral of Robert L. Dunn.
Etana Mills, Va., June 9.—Robert L. Dunn's funeral was conducted yesterday evening at 7 o'clock at the home of his wife, Mrs. Dunn, 1015 West 11th Street, by his pastor, Rev. Mr. Weston, of the King William County Methodist Church. He was sixty-one years of age. He leaves beside his wife, who was Miss Edith Nicholson, one daughter, Mrs. J. H. Dunn, and two sons, who were interred in the family burying ground at Walnut Grove.

Frederick L. Martin.
[Special to The Times-Dispatch.]
Hampton, Va., June 9.—Frederick L. Martin, sixty-eight years old, a retired soldier of the United States, died in his home in Phoebus today. He was a Mason, Odd Fellow, Heptagon and member of the Grand Army of the Republic and Army and Navy Union.

John D. Smith.
Norfolk, Va., June 9.—John D. Smith, well known and highly esteemed citizen, passed away yesterday morning at the home of his son-in-law, J. M. Meredith, No. 625 Armstrong Bridge Road, having been in failing health for some time. He was a native of Richmond, in his seventy-fourth year, and had been a resident of Norfolk fifty-two years, his business being that of a painting contractor. He was a member of the Norfolk United Artillery, Captain Kevell, in the War between the States, and was one of the thirty-two volunteers from Norfolk who helped man the ironclad "Virginia" (Merrimack) in her famous fight with the U. S. Monitor in Hampton Roads. He was a member of the Masons and Royal Arch Chapter, and was a communicant of the First Presbyterian Church, where the funeral will be held at 3:30 P. M. tomorrow. Rev. S. N. Hutchinson officiating. Interment in Elmwood Cemetery. He is survived by a daughter, Mrs. J. M. Meredith; a son, Charles A. Smith, and a sister, Miss Mary Smith.

Walter T. Payne.
The funeral of Walter T. Payne was held at his late residence, 738 Boissieu Avenue, Norfolk, at 5 o'clock yesterday evening. Rev. D. W. Howard, of St. Luke's Episcopal Church, officiating. Interment in Cedar Grove Cemetery. His six sons and two grandsons were the pallbearers. P. T. Payne, Jr., Walter W. Payne, George M. Payne, Eugene G. Payne, Beverly T. Payne, William N. Everett, Jr., and Master P. Lloyd.

Funeral in Alexandria.
[Special to The Times-Dispatch.]
Alexandria, Va., June 9.—The body of Rev. Frank Stringfellow, who died yesterday at New York, Va., was brought here to-morrow and buried in Ivy Hill Cemetery.

ADVERTISING MEN SPEND BUSY DAY

Baltimore, Md., June 8.—The fifth annual convention of the Associated Advertising Clubs of America began in the Regent Hotel to-day. The convention, which opened at midnight, the 3,000 or 4,000 delegates and other visitors from all over the world, were in the city and from Great Britain did not know an idle or a dull minute.

Here begins the summary of the doings of the convention to-day:
Called to order at 9 o'clock by President Coleman.

Warm greetings of welcome to Maryland and Baltimore by Governor Goldsborough.

DEATHS
KRATZ.—Entered into eternal rest Thursday morning at half-past 10, JOHN A. KRATZ, in the sixty-third year of his age. Mr. Kratz was born in Richmond, and for many years was one of the largest and most successful wholesale merchants of the city. Having lost his fortune in the prime of life, Mr. Kratz was never discouraged or oppressed. He said: "God will take care of the best hand was ever ready to help those in trouble, and being of a bright and cheerful disposition, he was loved by all who knew him—a kind and indulgent father and husband. He had years ago he had a severe spell, and three doctors gave him only forty days to live. He said: 'God will take care of the best hand was ever ready to help those in trouble, and being of a bright and cheerful disposition, he was loved by all who knew him—a kind and indulgent father and husband. He had years ago he had a severe spell, and three doctors gave him only forty days to live. 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